

# Homes Heated, Shipping Aided, Declares Garfield

## Ports Receive Fuel for 150 Waiting Vessels, He Says

### Weather Blocks Freight Relief

WASHINGTON, Jan. 21.—Two of the chief accomplishments sought by the government in closing down industry by cutting off fuel supplies have been achieved, Fuel Administrator Garfield announced tonight.

Homes throughout the East, he said, are receiving coal in larger quantities than has been reported for weeks and bunker coal again is moving to seaboard in sufficient volume to supply transatlantic shipping.

A third aim, the clearing of railroad congestion, has not been attained as yet, largely, Dr. Garfield declared, because of unusual weather conditions.

The first of the ten Monday holidays was observed generally today, and business everywhere on the East coast was at a standstill. Reports to-night told of few violations of the order, and said that thousands of establishments were closed, even though they had a technical right to remain open.

**150 Ships Receive Fuel**

Reports to-night said New York had on hand enough coal to fill the bunkers of fifty vessels, and Hampton Roads had received supplies sufficient for the more than one hundred ships held in port.

"We are supplying coal to the piers," said Dr. Garfield, "it now is a question of putting it on board ship."

The heavy movement of coal to ports has taxed tug and barge facilities heavily. Despite a pooling arrangement put into operation at New York, it was found difficult to handle receipts. At the Shipping Board office to-night it was said that both tugs and barges there would be commandeered if necessary to make the work more efficient, but officials are of the opinion that a pooling would suffice.

J. E. Parsons, special representative of the board at New York, in charge of bunkering, has received full authority to exercise the board's commanding power in his discretion.

**Patrol Freight Embargoes**

The Pennsylvania Railroad, under the approval of A. H. Smith, director of Eastern railroads, to-day declined to accept its stations any general freight for shipment of food only.

Food and coal made an effort to move freight already on its lines. Some other lines accepted new freight, but there was no sign of a general pooling.

Asked to-night if he would extend the five days' industrial closing if it appeared that the accomplishments of Dr. Garfield had been fully obtained, Dr. Garfield said he would not. "There will be ten heatless Mondays," Dr. Garfield said, "despite pressure to hasten the number reduced."

Exemptions to the order created anger, but will not be increased. A request by certain department stores that they be permitted to remain open on Monday and accept only seven hours for six days a week was refused.

**Dr. Garfield's Statement**

Dr. Garfield this afternoon issued the following statement:

"Despite poor weather over practically all the northeastern part of the country, reports to the fuel administration to-day indicated continued progress in the bunkering of ships at Atlantic ports, and the supplying of domestic consumers under the Administration's industrial curtailment regulation."

Railroad operation was reported as slackened in certain sections of the country under the tremendous pressure of the cold wave. But the general observance of the fuel administration's order had continued practically all of the freight now moving to coal for bunkering ships and for keeping the country warm, and all of the progress made benefited these particular consumers."

"Coal destined to South Atlantic ports for bunkering ships was moving promptly, and the bunkering machinery at ports was handling the coal as rapidly as possible. Much of the coal was frozen in the cars, and in many cases it was necessary to thaw it by steam or to build fires under the cars."

"Reports from local officials of the fuel administration throughout the country indicated almost complete cooperation with the curtailment regulation. In many cases establishments which under the strict letter of the order would not have been permitted to close had patriotically agreed to suspend business to meet the spirit of the order."

"Reports of general railroad conditions in the eastern part of the country indicated an increasing number of empty coal cars back to the mines. Railroads reported a steady flow of empty cars from east to west."

"It was clear that at the end of the month to twenty days usually allowed for the round trip of coal cars from mine to consumer the full effect of the order will be shown in securing for the mines a coal supply greater than had been available for mining purposes since the beginning of cold weather. Cars were being rapidly unloaded at the mines and turned over to the railroads empty for the return trip."

"The railroads, unhampered by general freight movement, were in a position to clear the way through terminals for the returning coal cars, which thus will be enabled to make an uninterrupted journey back to the mines."

"A new ruling regarding the sale of coal on Mondays was made to-night. In the original order it was provided that coal cars were to be directed to close at noon, but last night they were exempted entirely from operation of the regulations. To-day the following telegram was sent to state Fuel Administrators in respect to these orders:

"All wholesale and retail stores selling food are urged both by the food and fuel administrations, on patriotic grounds, to close at noon Mondays, except that wherever necessary distribution of food to the people is endangered by closing food stores are at liberty to remain open all day. The necessity for remaining open is to be determined by the local Food Administrator, who is to notify the local Fuel Administrator."

# Schley Considering Plan to Use Trucks As Coal Carriers

## Proposal to Move Fuel on Monday Holidays Gains Fresh Support

### Census Already Taken

Proposals that the plan be organized under the direct leadership of the local Fuel Administrator, Reeve Schley, were temporarily held up through failure of Mr. Schley to communicate with the Motor Truck Club of America, which already has made a census of motor vehicles in Manhattan for exactly such emergencies as this.

**Schley Asks for Facts**

In examining the plan on Saturday Mr. Schley announced that while there were obstacles in the way of carrying it into execution, it appeared feasible. He announced that he would call upon Mr. Pratt, executive secretary of the Motor Truck Club, for specific facts concerning the number of trucks to be had, their availability for this work and such other details as would be required to actually move enough coal into the city across the North River on ferries as would give New York's industries the foundation of a new surplus supply.

Frank D. Randolph, motor truck owner, suggested that not only the Monday holidays, but at least a portion of each night be given over to coal hauling to New York from the Jersey terminals.

**Coal Moving Days**

"I am in favor of calling the coming Mondays, not holidays, but coal moving days," said he. "Let every man who is thrown out of employment volunteer his services, not gratuitously, but for a small wage. Let the idle trucks be made available for the purpose of bringing 20,000 or more tons to this city each day."

Meanwhile Dr. Garfield was reported from Washington as considering the other plan for relieving the North River ferries, suggested by B. F. Sloat, of the United States Shipping Company. Under the Sloat plan coal would be brought into the city on cars—here, therefore, considered practically impossible—over the Harlem bridge and down to the New York Central viaduct in the neighborhood of 116th Street and Park Avenue.

It is pointed out that the street is eighty feet wide at this point and that the space under the tracks, or on either side of them, would provide ample space for storing unlimited quantities of fuel pending removal by the ultimate consumers.

**Message to Garfield**

The state administrator reviewed conditions in general in the following telegram to Dr. Garfield:

"The average daily unloading of bituminous in January, 1918, at the Port of New York has been 28,400 tons. Minimum daily necessities for priorities named by you in Section One of your order of January 17 are as follows: For public utilities in greater New York, 2,000 tons; incinerators to burn garbage, 1,000 tons; sugar and abattoirs, 1,000 tons; flour, 2,500 tons; dealers, 2,500 tons; for hospitals and other uses named in Section One of your order, 1,000 tons. Total, 10,000 tons. For ships, 10,000 tons. For new shipping coming into harbor daily, 10,000 tons needed for shipping accounts."

"Anthracite situation as follows: Daily average deliveries to New York, about 30,000 tons during January. The average normal daily requirements during next sixty days estimated at 40,000 to 45,000 tons. Impossible to calculate with entire accuracy how much of this necessary for uses specified in Section One of your order. For January 17, but safe to estimate that from 75 to 80 per cent necessary for such uses."

"Best single day in January, 1918, was total unloading of anthracite and bituminous of 74,430 tons. This is at least 25,000 to 30,000 tons short of minimum requirements. Much faster unloading at the docks absolutely necessary to meet the needs of the city. For January 17, but safe to estimate that from 75 to 80 per cent necessary for such uses."

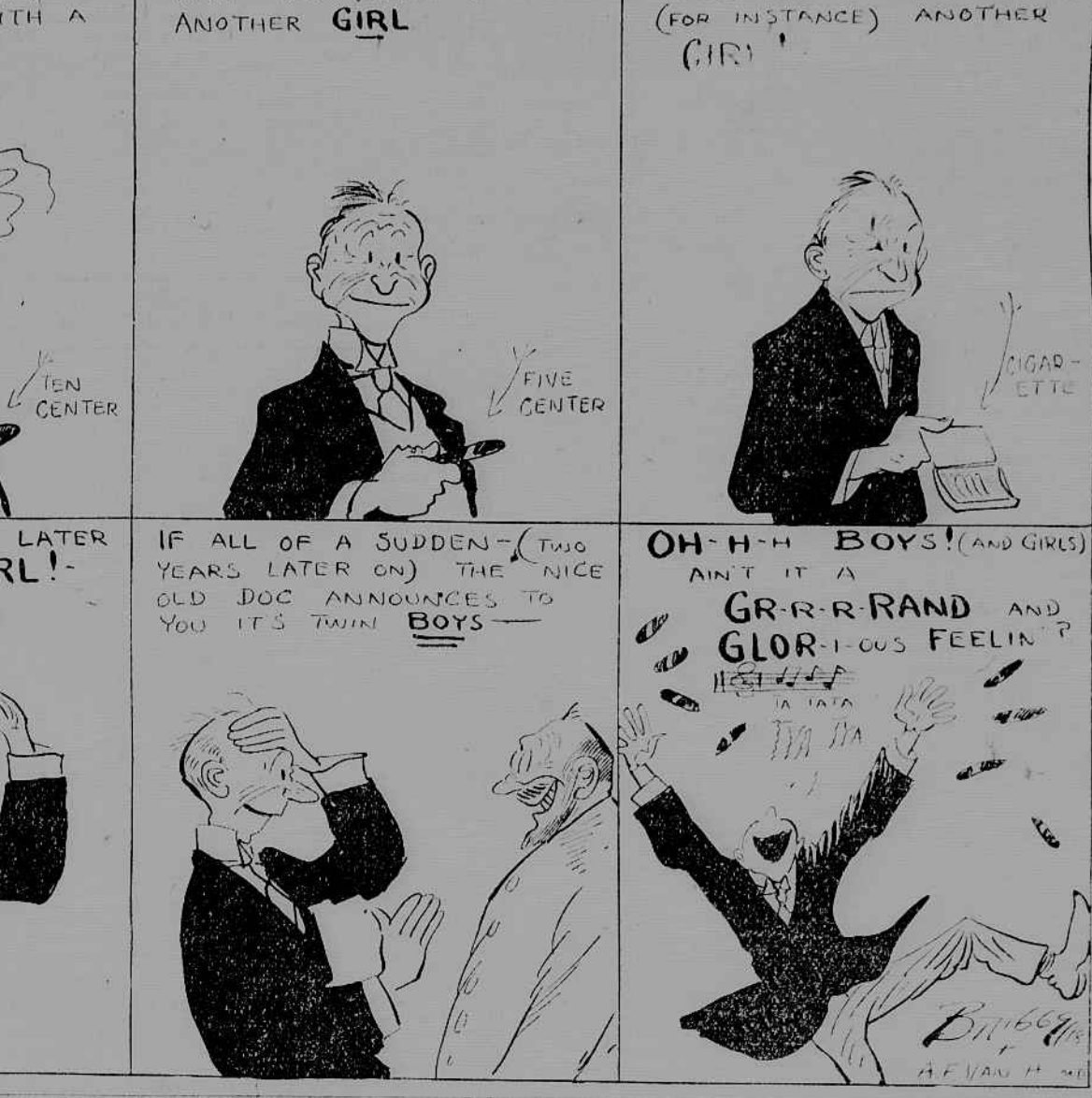
**What Is Required**

"This situation requires appointment of commissioners by railroads, with plenary power, to compel docks to work twenty-four hours a day, pay larger wages for work if necessary and completely and effectively control railroads in this respect. These docks are operated or controlled in all cases by transportation companies."

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# Ain't It a Grand and Glorious Feelin'?



# Blunders and Snow Tighten Freight Tie-Up

## Lack of Foresight Here and Storm in West Block Congestion Relief

### 400 Workers Held Up By War Zone Decree

Snow, frost and blunders yesterday blocked the best efforts of railroad officials and employees to relieve the freight congestion in the Eastern district.

At the end of the first day of general business shutdown to give the railroads a chance to catch up with the nation's business—a day of desperate toll—railroad officials were unable to report much headway in clearing away accumulated traffic. From various sections of the Eastern district—east of Chicago and north of the Ohio and Potomac rivers, commanded by Assistant Director General of Railways A. H. Smith—came reports of snowstorms and heavy frost, trying up freight movement, blocking terminals and making it practically impossible to clear away cars that had piled up on sidetracks and in railroad yards during the period of congestion which dates back two or three months.

To make matters worse, blunders characterized by railroad men as "unexplainable" and "idiotic" caused untold delay and damage in the handling of general freight at Jersey terminals. The railroad men charged high government officials with lack of foresight, pointing out that they had failed to make their system of freight clearing fool and blunder proof.

**400 Workers Held Up**

As the result of blunder No. 1 nearly four hundred longshoremen, freight handlers and dock laborers were delayed for several hours yesterday morning in starting work. Some men had forgotten that quite recently a Federal order was issued barring everybody from the piers unless he had a special pass with his photograph thereon. The men were challenged at the war zone by policemen and stopped when they could not furnish the passes. The workers sat and twiddled their thumbs while railroad men and labor union officials unraveled a lot of red tape preliminary to having the men admitted to the war zone.

Blunder No. 2 was described as even more serious by railroad men. As a result, unloading of general freight cars at Jersey terminals practically came to a stop at noon yesterday. All the railroad companies serving New York City had assembled their labor forces to dump as much freight as possible at the terminals. They had taken it for granted that while the snowstorms, snowhoses and other consignees would be on hand with trucks and men to clear the piers, New York City business men were not taking any chances yesterday on the Sunday. The unloading of freight cars had not yet started yesterday morning.

These 200 railroads reported that 64,401 loaded eastbound cars were stuck at the terminals and in the yards yesterday, showing a reduction of 200 from the figure of Sunday. There were 6,857 eastbound empties held up, showing an increase of 625 over the day before.

Weatherbound freight cars better than were 42,152 loaded westbound freight cars stalled along the Eastern rails yesterday, 4,000 less than on Sunday. The number of stalled westbound empties was 23,000, 354 cars less than on Sunday.

**Freight Embargo Not To Be General, McAdoo Declares**

WASHINGTON, Jan. 21.—Embargoes which have been put into effect against the acceptance of new freight by several railroads were declared to-night by Director General McAdoo to be entirely local in character and not indicative of any proposed general prohibition against shipment of goods other than fuel, food and war supplies.

"Local questions are entirely in the hands of the divisional representatives of the railroad administration," he said, "and doubtless they took action because of temporary conditions at certain initial points which do not exist generally."

The Bethlehem Steel Company protested vigorously during the day because of inability to move steel. Coal was given preference, and the steel had to wait.

Below-zero temperatures, resultant in a shortage of labor and damage to equipment, caused a serious setback yesterday in the work of clearing freight congestion in the East, but with moderate weather in the afternoon a hopeful report was made by A. H. Smith, director of Eastern roads. Accumulation of freight held out for New York continued to show regressive and improved harbor conditions facilitated the bunkering of ships.

"We are concentrating on getting empty cars to the mines and movement of coal out," said Mr. Smith's report, "the movement of foodstuffs east of Chicago which must be kept up."

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Congested terminals, shortage of power and lack of efficient labor yesterday were said to be still affected by the freezing and improvement was expected only through higher temperatures.

One item of cheer was the statement that at several yards the number of "bad order" cars was decreasing.

# Industrial New York Obeys Garfield in First 'Workless' Monday

Few exceptions, all of minor importance, marked the observance by industrial New York of Administrator Garfield's fuel conservation edict yesterday.

Difficultly expected in enforcing the closing order did not materialize, according to the authorities. For the first time in the history of the world's largest city there was a suspension of activity that made the shopping districts the most deserted sections of greater New York.

All the department stores, true to their pledges of last Saturday, were closed throughout the day, excepting in isolated instances where some of the employees reported to take inventories of stock.

Other merchants, excepting those included in the exemption clauses of the order, abided by its provision to the letter. The upper section of the city's store streets, with their shops open without light and heat, but this effort to do business was abandoned early in the afternoon because of the biting cold.

The Chamber of Commerce, the Board of Trade and Transportation and the Merchants' Association announced early in the day that their members had conformed to the ruling almost without exception in their effort to stand behind the President.

Charles Dushkind, secretary and counsel to the Tobacco Merchants' Association of the United States, issued an announcement that not only were the members of that organization closed tightly in New York City, but that similar edicts prevailed throughout the territory included in the conservation edict. Even factories in which cigars are made solely by hand, and where machinery is not required, he said, were closed.

Thousands of factory workers, losers of a day's wages, especially those who are known as piece workers, took their medicine with philosophical indifference and made the most of the respite by attending theatres and motion picture houses, which were permitted to remain open.

In the canyons of the manufacturing district and of the territory devoted to wholesale merchandising establishments there was a quiet unprecedented for a New York Monday, unless it has happened at a local holiday has fallen upon that day. Factory workers there, but they were few compared to the full quota of employees, detailed to take stock and prepare for business to come.

All these workers were garbed in the full regalia of the great outdoors, for it was cold in the business houses, nearly all of which were said by the authorities to have obeyed the "heatless day" order.

While dispensation had been granted to all establishments which wished to keep their shipping and receiving departments open, the fuel conservation edict in freight consignments was not abused. Such departments kept open, but a minimum quantity of heat and light was used, the employees working in their coats and gloves.

It is not probable that the loss in wages to workers will be as great as was at first supposed it would be. Several manufacturers have decided to pay their employees the full day's wage throughout the Monday holiday, but will seek to neutralize the loss of time by making Saturday a full working day instead of a half-holiday.

Other industrial establishments now working a full day Saturday have announced their intention to pay salaries in full, despite the holidays.

# Garfield Considers Proposal to Utilize Cars Over Harlem Bridge

Monday holidays will be coal moving days during the remaining nine weeks of the Garfield fuel conservation period, if New York motor truck owners have their way. Numerous New York business men yesterday proposed that this period of enforced idleness be used to the advantage of themselves and the nation through carrying out the Tribune's suggestion that fuel be moved from the Jersey terminals in their own delivery trucks.

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# Shutdown Fails to Give City Relief

Continued from page 1

Administrators, but to those of New Jersey who precipitated matters by a renewal of coal seizures and an attempt to divert to the Public Service Corporation of New Jersey coal intended for ships in the harbor and for consumers in New York City.

Mr. Wiggins reported the seizure to Dr. Garfield. He said it was made by Administrator Fall, of Jersey City, in the name of the Jersey City Board of Health, and said:

"This is the same old question. We protest violently. This office must not be interfered with by seizure of local New Jersey administrators. Please give us the necessary orders at once."

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# Some Hotels Served Drinks in Rooms, Schley Informed

While no liquor was served in the higher class hotels and restaurants yesterday, Reeve Schley, Food Administrator for New York, received complaints that some establishments were evading the order on a technicality and supplying liquor with meals and to guests in rooms.

Mr. Schley was informed that the violators contended that, as Section 5 of the order, which specifies that no liquor shall be served or sold where there is heat, applied to private houses, they were at liberty to serve intoxicants with meals and to guests in rooms. Complaints were also made that cloak and suit men had rented show rooms in hotels for the express purpose of entertaining buyers and were being served liquor.

"I am going to press the matter," said Mr. Schley, referring to the reported violations. "I shall not cut off either fuel or lights. That would injure thousands of innocent persons. But I shall certainly refer every case to the United States District Attorney."

Mr. Schley views on the serving of drinks served through Broadway and adjacent thoroughfares last night in time to dash the cup that cheers from the lips of many a thirsty who had been impatiently awaiting the hour of 12.

George B. Smith, proprietor of the bar-closing order was the statement of T. D. Green, president of the Hotel Men's Association.

"No liquor was served in the restaurants, although many of the saloons were open, they did business without light or heat and shut up at sundown. Many of the better class saloons were closed all day."

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# Sandwiches Come High in Skyscrapers on Liftless Day

Fourteen-Year-Old Captain of Industry Charges 25 Cents—Apiece and Spurns Job as Clerk—Judge Orders Bailiff to Climb Twelve Floors After Robes

Along with Dr. Garfield's coal holiday there came an idea to William Moran, captain of industry, aged fourteen. Accompanied by that idea, he left his home, 118 Fourteenth Street, Brooklyn, bright and early yesterday morning.

Eleven o'clock sharp saw William, his idea and a basket filled with assorted sandwiches leaving a Nassau Street luncheon in the direction of nearby tall office buildings.

"Those doctors and lawyers and business men 'round the twentieth floor will go without lunch rather than come down in line for the elevator or else walk upstairs again," reasoned William. "Them's the ones I can do business with."

Got a Quarter Apiece

In the absence of an accredited representative from Herbert Hoover's office, William did his own piece-fixing of food. Twenty cents straight it was for sandwiches that cost William a dime at the luncheon. William guaranteed mustard aplenty on each one.

By the time William got to his office he had cashed in on his idea of a jingling tune of a pocketful of dimes and quarters," related Benjamin A. Hartstein, an attorney at 299 Broadway.

"He offered him a job as clerk in my office. He intimated that he might consider a partnership after he'd gone to school a while longer, but there was nothing doing with him in the clerkship line."

Private Arthur Means, quartermaster's department, who enlisted from Oklahoma, was the centre of much notice as he stood at Broadway and Maiden Lane yesterday, his light-fitting uniform.

This labor was only paid from 30 to 35 cents an hour.

To later recommend appointment of direct general of coal docks, who should have control and complete authority over all the docks. In mean time situation was not improved.

On Sunday, January 13, presidents of coal-carrying railroads met and appointed A. K. Morris director of coal docks and coal-handling facilities, but Mr. Morris was not notified of his appointment until January 17.

Authority Limited

"His authority, however, is extremely limited, as it is confined only to making an inspection and reporting recommendations to the New York City Board of Health, which could be solved without resort to the commissioning power granted to him by the United States Shipping Board."

The shipping situation undoubtedly will be much improved next week," he declared.

For several days bunkering of ships has run above normal, owing to the concentration of all efforts to supply the waiting vessels. The number of ships still uncared remains at 110, because of constant arrivals, but the general optimism yesterday among shipping men was based on the fact that practically none of these now held for lack of fuel has been in port more than a few days longer than in ordinary times.

The tugboat shortage, however, is still acute, and referring to that Mr. Parsons said:

"The question of towboats is being considered. At present the railroads are supplying sufficient floats and tugboats to move the coal to piers, but as the receipts increase it may be necessary to commandeer tugboats."

Other details of the operation of the Garfield "Heatless Monday" order on preceding page.

# Thirteen Ships Are Coaled Here

Thirteen ships were coaled yesterday, the same number as on the day before, and Shipping Board officials said that by midnight to-night, the end of the five-day industrial shutdown, practically all the vital ships held up by lack of fuel would be fully supplied.

J. E. Parsons, emergency coal manager, after a conference with barge and tugboat men, declared last night that he believed the bunker supplies could be solved without resort to the commissioning power granted to him by the United States Shipping Board.

Only 150,000 tons of soft coal, about half the normal quantity needed to meet the combined requirements of ships and consumers ashore, is in sight at tidewater terminals, but Mr. Parsons said that the tugboat and barge men had promised to furnish all the tonnage necessary.

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# Holiday Makers Swamp Theatres; Force Hanging of S. R. O. Signs

Enforced Idlers Buy All Space for "Special Matinees" and Managers Who Didn't Open Call Those Who Did Greedy and Unpatriotic

Just as many actors worked yesterday—Dr. Garfield's first "workless Monday"—as were gone paint Monday a week ago. Some theatres abandoned scheduled matinees; others presented unscheduled ones. Both were inspired to divergent action by a patriotic desire to sustain the fuel administration's order.

It was just a managerial difference of opinion, according to the Shuberts, the vaudeville interests, the "Ladies and Gentlemen" people maintaining that Dr. Garfield wanted the theatres open in the afternoon as well as in the evening. The Shuberts, however, were of the opinion that the crowds of enforced holiday makers classified themselves and most of them bought seats wherever they could be had.

**Houses All Sold Out**

All space for "special matinee" performances was sold before 2 o'clock. The Broadway vaudeville and burlesque houses turned hundreds away, and the S. R. O. sign was on through-out the afternoon at all the popular moving picture theatres between Thirty-fourth Street and Columbus Circle.

Following the policy of the Administration in Washington, Commissioner Lee Shubert, "which wanted the theatres open on Monday to keep the people off the streets and away from the saloons, we have thrown open the doors of all our theatres afternoon and evening. This we conceive to be our patriotic duty."

"The twenty-three theatres controlled by us are open because that was our understanding with Dr. Garfield," said E. F. Albee, general manager of the United Booking Offices and half owner of the Keith Vaudeville Circuit, "and the general offices of Klaw & Erlanger."

**All Houses Dark Today**

Mr. Hayman, of the Frodman interests, let it be known that he is behind Mr. Klaw to the last trench. "And what," asked others of his supporters, "will be the result of cutting out Tuesday performances?" "There are to be double-headers on Monday," he wanted to show that we are not after all the old Broadway."

All the theatres—movie, burlesque, vaudeville and legitimate—it is promised, will be "dark" to-day all day.

**Great White Way Loses Last Vestige of Reputation On "Lightless Monday"**

Dr. Garfield last night stripped Broadway of the last shred of its reputation as a Great White Way. From an illuminated viewpoint, Broadway looked more like a ditch than the gayest thoroughfare in the liveliest city in the world.

There were, of course, the municipal

# Few Fuel Violations Are Reported on First "Heatless Monday"

There were few violations of the Garfield Monday closing order in the greater city yesterday. Federal and city agencies cooperating in the enforcement of the ruling united in declaring that the order had been generally observed.

Thirty complaints of violations came into the offices of County Fuel Administrator Reeve Schley during the course of the day. United States Marshal Thomas D. McCarthy reported that a squad of deputies from his office had made the rounds and turned up about forty persons disregarding the order. A general order went out to the police force ordering them to report all violations. But Acting Chief Inspector O'Brien, who has been placed in charge of the situation by Commissioner Hughes, stated that the list of violators would not be turned in from the various districts until to-day.

John C. Knox, Assistant United States District Attorney here, declared that all complaints of violations would be reported to his office to-day. "If the complaints are substantiated," he said, "the violators will be treated just the same as those who disregard any Federal ruling."

The whole thing has been wonderful," said Marshal McCarthy. "It shows the spirit and temper of the people of New York. We will not have any complaints for no warrants to-day. All complaints will be carefully investigated and the cases will be turned over to the United States District Attorney for prosecution, if such action is warranted."

# Claim Coal Operators Violated Fuel Order

KANSAS, CITY, Mo., Jan. 21.—Coal operators were denounced for alleged failure to comply with fuel administration orders by State Fuel Administrators of six states, who conferred here to-day on the reorganization of distribution methods in Missouri, Kansas, Oklahoma, Arkansas, Nebraska and Iowa.

# Mayor Signs Measure For Coal Seizure

Mayor Hylan yesterday signed the order passed by the Board of Aldermen giving power to him to seize surplus coal and distribute it to the needy. The ordinance provides that the Mayor may take and acquire such coal as may be found within the city limits which may be determined to be unnecessary for the use of the person or corporation from which it is taken. The Mayor may appoint certain persons to carry out the purposes of the ordinance. He is expected to take some action in the matter to-day.

The city will compensate the owners for all the coal seized. Thirty days after the taking of the coal the Corporation Counsel shall apply to a justice of the Supreme Court for a determination of the compensation the owner shall receive.

George B. Smith, brewer, in a letter to Mayor Hylan yesterday said that tons of coal to the city for distribution among the poor. It has been placed in the hands of the Mayor's Coal Committee for free distribution.

# Business at Standstill Throughout State

ALBANY, Jan. 21.—Business virtually came to a standstill throughout New York State on the first "fuelless" Monday. In Albany and other cities, voluntary prohibition was the rule, all saloons and bars being closed. Railroads cut their passenger schedule heavily and by concentrating their efforts on moving coal greatly relieved congestion.

Rochester reported the largest number of violations of the order, but most of these were due to misunderstanding. Many arrests were made during the day. Thousands were packed to capacity in every city.